GEOGRAPHIC NEWS BULLETINS

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General Headquarters, Washington, D. C.

Contents for Week of May 2, 1932. Vol. XI. No. 12.

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NOTE TO TEACHERS: The next issue of the Geographic News Bulletins will be published upon the reopening of schools in October. The Bulletins are not issued during the summer vacation months. It will facilitate the handling and prompt mailing of the Bulletins in the fall if teachers will apply now for the Bulletins they need for next year. See application form following Bulletin No. 3.

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MR. HIPPO'S GRIN IS WORSE THAN HIS BITE

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Tribute Paid to Explorer First To Cross Africa and Asia by Motor

THE recent death of Georges-Marie Haardt, leader of the Citroën-Haardt Trans-Asiatic Expedition, in Hong Kong, resulted in abandonment of plans to bring the expedition back to Europe overland through southern Asia.

The Trans-Asiatic Expedition in February completed the first motor car crossing of the heart of the largest continent, retracing the travels of Marco Polo for parts of the way.

Three Great Explorations

Dr. Gilbert Grosvenor, President of the National Geographic Society, which cooperated in the expedition, in a tribute to the late M. Haardt, said:

"Georges-Marie Haardt has won a name among the great world explorers by three major geographic achievements. He was first to cross the great Sahara Desert by motor; he was first to traverse the length of Africa by motor; he has just completed his historic crossing of Asia by specially-built tractor cars, visiting places that have not been studied since the days of Marco Polo, and entering Himalaya mountain areas that never before saw a wheeled vehicle.

"M. Haardt's expeditions were noteworthy, like those of Admiral Byrd, for careful planning, and for their equipment with every means for study of all the scientific aspects of the regions through which he passed. The photographs obtained on the Trans-Asiatic Expedition, shedding new light on the people, their customs and ways of life, in themselves made the project worth while.

"The National Geographic Society was proud to be associated with this enterprise, and to have its American representative, Dr. Maynard Owen Williams, among the personnel, which, otherwise, was entirely composed of French. We had the honor to have M. Haardt come from France in 1930 to address The Society in Washington and to show the photographs taken on his remarkable journey in Africa. I feel a deep personal loss at the death of a great leader, an able explorer, and a loyal friend."

Over "the Roof of the World"

The Trans-Asiatic Expedition was composed of two separate motor units, which worked toward Sinkiang (Chinese Turkestan), the little known center of Asia beyond "the roof of the world," from both the east and the west coasts of Asia. One unit, starting from Syria, was composed of seven light tractor motor cars. It was known as the Pamir Unit. The other division, made up of seven heavy tractor cars, left Peiping at the same time. It was called the China Unit.

Leader Haardt and Dr. Williams accompanied the Pamir Unit through Iraq, Persia, Afghanistan, and India until landslides near the India-Sinkiang border forced the abandonment of the cars. Yaks and ponies carried the explorers over the last passes, beyond which they joined the China Unit. The China Unit's route was then retraced through bandit-infested country to Peiping.

In all, the expedition traversed 8,000 miles; it experienced extremes of temperature ranging from 16 degrees below zero to 120 degrees above; it scaled mountain passes 13,800 feet high that never before had known a wheeled vehicle; it obtained 35,000 feet of movie film, 7,000 photographs, 1,500 specimens and much valuable data in regions that have seldom been visited by white men since Marco Polo's time.

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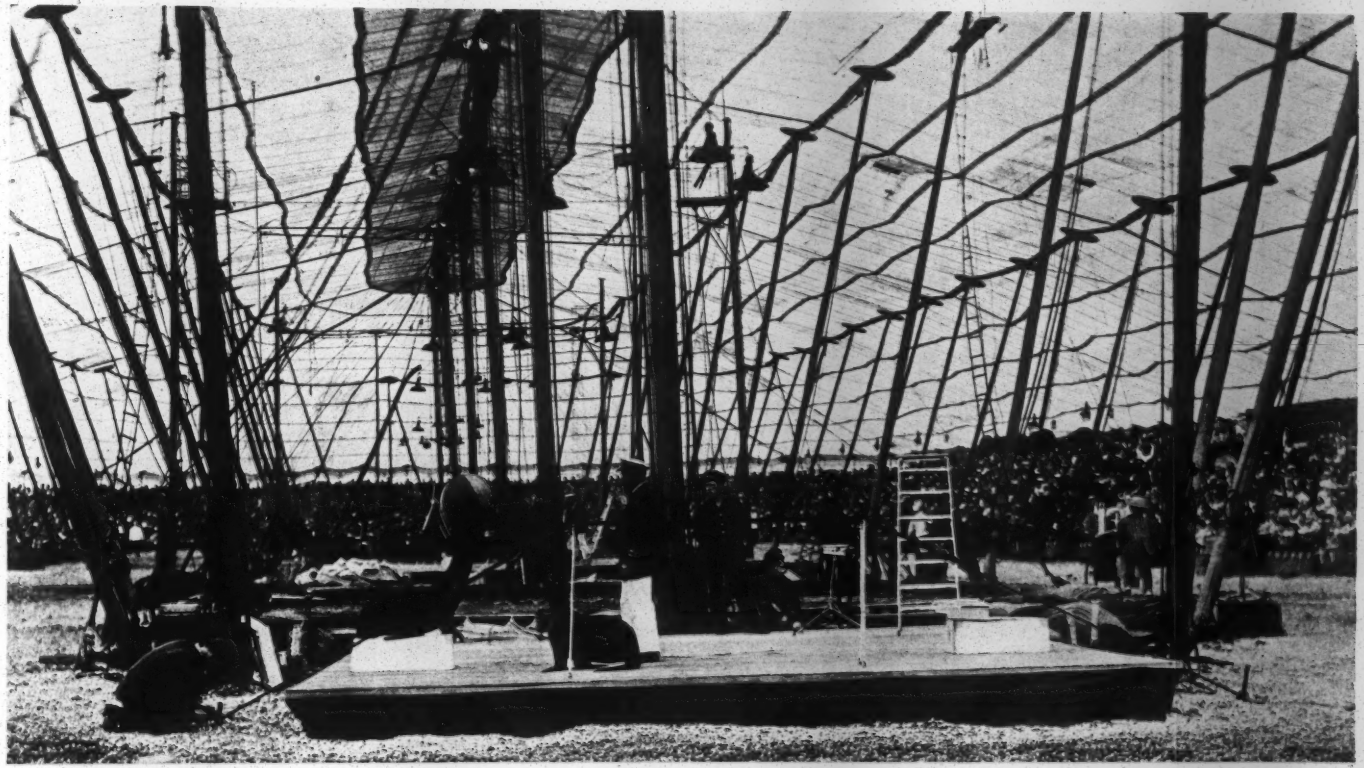

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A MAGIC CITY ARISES OVERNIGHT ON A VACANT LOT—THE LAND OF SAWDUST AND SPANGLES

"I am a canvas skyscraper within whose confines troops a world in miniature. I am a temple of eternal joy, where men who cannot read or write rub elbows with kings and behold art. Here, within the borders of a vacant lot, live people from strange lands who speak in foreign tongues, but who know one first loyalty, and that to Spangleland. Beneath me, gods of mirth and laughter dispel sorrow. And sometimes death flies side by side with those who thrill the crowd. I am the Big Top" (See Bulletin No. 5).

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A New Theater for the Birthplace of the Greatest Dramatist

SHAKESPEARE'S birthday, April 23, which is also the day of his death, is always an important date in Stratford-on-Avon, the picturesque little English town where the great English poet and dramatist was born. This year it was especially noteworthy because the new Shakespeare Memorial Theater was opened by the Prince of Wales. Americans raised nearly half the cost of the huge auditorium, with its revolving and double-deck stages.

As a marketing center Stratford-on-Avon is merely a small city of 9,000 population, but as "Shakespeare's home town" Stratford-on-Avon is the sentimental and literary capital of England, attracting more than 100,000 pilgrims annually.

Poet Now Town's Chief Industry

Shakespeare, as a matter of fact, means much more to the inhabitants of this Warwickshire community to-day than he ever did during his lifetime. Neglected and unsung for over a century after his death, even in his home town, the poet is now Stratford's chief industry. Anything connected with his life and family, however remotely, has been memorialized, and there are Shakespeare inns, novelty shops, and other places bearing his name.

The old, rambling house where Shakespeare was born, and the straw-thatched cottage at Shottery, where tradition says he courted Anne Hathaway, are half-timbered Elizabethan buildings with a delightful air of antiquity, set in charming gardens. Scholars are satisfied that they are authentic, but even if this were not fairly certain, their spirit and atmosphere are truly of the spacious days of Elizabeth.

Stratford-on-Avon, as a matter of fact, is a very ancient town. It existed long before Shakespeare's time. Domesday Book, William the Conqueror's eleventh century tax list, mentions it. The city's famous Thursday market dates from the reign of Richard the Lion Hearted. Not far from its busy market place Roman coins have been unearthed and a Saxon graveyard, dating from the sixth century, was found a short time ago.

Church Where Poet Is Buried

But it is Stratford church, more properly Holy Trinity, to which all pilgrim roads lead (see illustration, next page). Here Shakespeare attended services after he had retired from London to become a "Stratford-on-Avon gentleman," and here he and his wife are buried. The slender spire of the building, which is now the most characteristic feature, was not added until a century after the poet's death.

The actual tomb of the poet is under a marble slab which forms part of the floor near the altar rail. On it is carved the famous doggerel ending "and curst be he yt moves my bones."

Unfortunately, New Place, the fine house which Shakespeare bought when he returned to his home town in the days of his prosperity, is no longer standing. It is said to have been purposely destroyed by a later owner, a surly-tempered vicar, who was annoyed at so many visitors. The same gentleman cut down a giant mulberry tree planted by the poet's hands. But finally the villagers arose in wrath and the vicar was forced to flee for his life "amidst the curses of the inhabitants of Stratford."

Among other interesting places in Stratford is Harvard House, home of the family of the founder of Harvard University. This quaint structure has been

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Upon arrival in Peiping Leader Haardt was informed by the French Government that he had been awarded a Commandership in the Legion of Honor for his signal achievement. Dr. Williams and two other members of the expedition staff were made Chevaliers of the Legion of Honor.

Note: For a complete account of the thrilling journey of this up-to-date expedition see: "The Trans-Asiatic Expedition Starts," *National Geographic Magazine*, June 1931; "The Citroën-Haardt Trans-Asiatic Expedition Reaches Kashmir," October, 1931; and "First over the Roof of the World by Motor," March, 1932. The story of the last lap of the expedition, from Sinkiang to Peiping, will be told in a forthcoming issue of *The Magazine*. See also "Trans-Asiatic Expedition Follows Age-Old Caravan Route into Peiping," GEOGRAPHIC NEWS BULLETINS, week of March 7, 1932.

Bulletin No. 1, May 2, 1932.

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WHERE EVEN TRACTOR BANDS CAN HARDLY KEEP THE ROAD

One of the cars of the Pamir Unit of the Citroën-Haardt Trans-Asiatic Expedition finds only a few loose stones between it and a plunge into a mountain torrent, on the Gilgit Road. Perhaps quotation marks should be placed around "road," because this narrow track through the Himalayas, connecting northern India and Sinkiang, is often little more than a scratch in the deep mountainsides. The cars reached remote outposts never before attained by a vehicle on wheels.

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Colorado's Sand Dunes Latest National Monument

THE latest National Monument area to be set aside by proclamation of President Hoover, the Great Sand Dunes Monument of Colorado, is unique in its location near lofty mountains on one side and rich farm land on the other. Most of the other great shifting hills of sand found in the United States are along the sea coast, as in Virginia and North Carolina; beside large lakes, as in northern Indiana; or in actual deserts, such as the regions north of the Imperial Valley and in the Mohave Desert of California.

Mountains Form Sand-trap

To explain the existence of the Colorado dunes, one must dip into the geological past—they are really lake dunes, but the lake disappeared thousands of years ago. The San Luis "Valley," in which the dunes lie, is in reality a wide elevated prairie surrounded by mountains. The history of the region, written in the rocks, indicates that a myriad or so years ago the Rio Grande, which flows through the plain, was dammed by the rise of a chain of volcanic hills, and created a great lake, half as large as Lake Erie. Into the lake was washed soil which gradually raised and leveled the bottom. When the overflow from the lake finally wore down the natural dam, the lake bed was left as the San Luis Valley, a level plain 7,500 feet above sea level.

For thousands of years winds from the west, blowing across the old lake bed, have lifted fine grains of sand and carried them to the east. But to escape from San Luis the air currents must flow over the Sangre de Cristo Mountains, that rise like a wall from 9,000 to 14,000 feet high. At one point the range forms a sand-trap and robs the winds of their grains. It is there, against the foot of the mountains, that the Great Dunes have been created, a bit of the Sahara in the midst of San Luis' fertile, irrigated acres. The hills of fine sand tower hundreds of feet above the valley floor. They cover an area about 10 miles square.

Pike Saw Dunes in 1806

Modern highways pass close to the new National Monument, and lesser roads lead to the edge of the sand hills, making the area easily accessible.

Captain Zebulon Pike, for whom the noted Colorado peak is named, was probably the first citizen of the United States to see the Great Dunes. In the autumn of 1806 he and a little band of soldiers, who had gone out to explore the southern boundary of the Louisiana Purchase, fought their way through the snowdrifts of the Sangre de Cristos and passed into the pleasant, snow-free valley a few miles from the dunes. A little farther along, on the banks of the Rio Grande, Captain Pike was taken prisoner by Spanish soldiers, for he had penetrated Spanish territory.

Note: The *National Geographic Magazine* will publish a completely illustrated State article on Colorado in an early issue. This is one of a series on American Commonwealths and large American cities. American State articles which already have appeared and are widely used for supplementary reading and reference to their maps and illustrations, are:

Alabama—December, 1931
Arizona—January, 1929
California—June, 1929
Florida—January, 1930
Georgia—September, 1926
Illinois—May, 1931
Louisiana—April, 1930
Maryland—February, 1927

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restored and furnished in Elizabethan style and is now used as a club for visiting Harvard alumni. At the Red Horse Hotel, Washington Irving wrote his vivid description of Stratford-on-Avon; the little parlor is kept to-day exactly as the American writer left it, fireside chair, poker, and all.

David Garrick, the actor, is said to have been the first to awaken interest in Stratford as Shakespeare's town. A century and a half after the poet's death Garrick promoted a Shakespearean jubilee which brought the world to its doors. Since then the tide of visiting pilgrims has grown each year.

The first memorial theater was erected in 1877-79 and burned down in 1926. The modern structure contains, in addition to an auditorium, a library of 10,000 books, a gallery of paintings and a museum of Shakespearean relics.

Note: See also "Visits to the Old Inns of England," *National Geographic Magazine*, March, 1931; "From\Stratford to the North Sea," May, 1929; and "Through the Heart of England in a Canadian Canoe," May, 1922.

Bulletin No. 2, May 2, 1932.

© *Photograph by Douglas J. McNeille*

IT IS TO THIS CHURCH THAT LITERARY PILGRIM ROADS LEAD

A stately avenue of trees lines the approach to Holy Trinity, Stratford-on-Avon, where the great poet and dramatist, William Shakespeare, and his family rest. Back of the church another grove leads down to the willow-bordered Avon, and a few yards upstream stands the new Memorial Theater, dedicated last month on the poet's birthday.

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Volcanic Ash, Added Hazard on "Most Difficult Airmail Route"

FLYING the mail over "the most difficult airplane route in the world"—between Santiago, Chile, and Buenos Aires, Argentina—is trying enough under ordinary conditions. Fog, rain, sleet, hail and blinding snowstorms in the Andes passes are accepted as part of the day's work. Recently Andes volcanoes added volcanic ash to the visibility hazards, and all planes had to be grounded for two days.

To take the mail across the sheer skyscraper Andes from Santiago the lone pilot boards a special single-seater plane, equipped with a 625-horsepower, supercharged motor.

A Pass as High as Ten Empire State Buildings

Almost instantly out of the bowl where Santiago nestles among its encircling peaks the plane climbs into the mountains, heading for the winding trail through a lonely bleak pass of the Andes known as Uspallata, the Khaibar Pass of South America. Here 12,300 feet above sea level, as high as ten Empire State buildings piled one on top of the other, the plane must seek another 2,000 feet or more, for safety's sake.

On either side the steep masses of the mountains rise—first to 16,000 feet, then to 18,000 and ever upward to the 21,550-foot height of Mount Tupungato on the south and the 23,080-foot peak of Aconcagua, the Everest of the Americas, on the north. Both mountains are guarded by menacing rock formations.

However, flying west to east the plane does not seek a close-up of scenic wonders. Instead it climbs to the ground "ceiling" of 1,000 feet or more of clear atmosphere over Santiago, plunges into the clouds above that, and may have to go through layer after layer of clouds before clear air is reached at 14,000 feet or more above the ground level. It must attain that altitude very soon because the "foothills" of the Andes around Santiago are that high. Later, the plane usually climbs much higher—in fact, one pilot has reached 26,000 feet—before a descent is made, often through solid clouds above the clear ceiling in the vicinity of Mendoza. There mail is swiftly changed to another plane for the level flight across the pampas where supercharging is not necessary.

Flying westward, to Santiago, the mountain geography calls for an entirely different technique. The prevailing wind is head on against the plane; the ascent is more gradual than on the steep west side of the mountains. The flyer literally hugs the ground. Often he is climbing the saw-tooth trail, with steep ridges ahead, trying to keep in the zone of clearer atmosphere, which in bad weather extends only about 25 feet above the surface.

Grim Nature Battles Lone Flyer

Steep walls, sometimes higher than those of our Grand Canyon, rise on either side. Winds sweep snow in sheet-like clouds off the adjacent ridges. Sharp shoulders and ridges obstruct the pass so the flyer must know the route as he knows the way around his own house by night. He must be ready for swift turns and quick climbs—the plane used can climb 20,000 feet with a full load in 35 minutes.

The flyer telephones ahead to find whether there is adequate ceiling for landing at Santiago. He keeps close to the ground to make the swift western descent beneath his ceiling. To get above the clouds and try to plunge through to a landing place among the surrounding peaks would be perilous.

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Massachusetts—March, 1920
Michigan—March, 1928
Missouri—April, 1923
New Hampshire—September, 1931
North Carolina—May, 1926
Ohio—May, 1932
Pennsylvania—May, 1919
Texas—June, 1928
Vermont—March, 1927
Virginia—April, 1929

Articles dealing with certain outstanding sections of States are:

Idaho—March, 1924
Indiana—May, 1919
Maine—April, 1929
New York City, November, 1930
New Mexico—December, 1929
Pennsylvania, July, 1931
South Carolina—May, 1926
South Dakota—September, 1927
Utah—February, 1923, and March, 1924.
Washington, D. C., November, 1931

Bulletin No. 3, May 2, 1932.

©Photograph courtesy U. S. Geological Survey

A "PERMANENT WAVE" IN SANDSTONE

Colorado was not always the lofty mountain State we know. In ages past much of it lay beneath the waves of invading seas. The ripples in this broken stratum of Rocky Mountain sandstone, however, indicate that it once may have been the bed of a large stream. They resemble wind ripples on a desert floor.

NOTE TO TEACHERS

The attached blank may be used in ordering Bulletins for the coming year:

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National Geographic Society,
Washington, D. C.

Kindly send.....copies weekly of the GEOGRAPHIC NEWS BULLETINS for the school year of 1932-33 for classroom use, to

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The Circus, a World Geography "Lesson" on a Vacant Lot

THE schoolboy who asks his teacher, "Please, ma'am, may I be excused from school to-day to go to the circus and study geography?" is not stretching the truth as far as it may seem.

There is more actual geography within the narrow borders of Spangleland, now moving out of winter quarters for another season on America's vacant lots, than in any similar space on the face of the earth. From every continent come its citizens, their faces turned toward the open road where lies the winding trail of the big tops.

Handsome Russians and Almond-Eyed Maids of Nippon

Dainty horseback riders from France and handsome Russians from the steppes; pink-cheeked athletes from Great Britain and Scandinavia; flashing brunettes from Italy, Argentina, Mexico and sunny Spain; blond Germans with iron bodies; suave, charming Austrians; almond-eyed maids from Yokohama, Tokyo, and Nagasaki, and from the seething Land of the Dragon; sun-tanned sheiks from the shifting sands of Araby; whip-crackers from Australia and hard-riding cowboys from the western plains; clowns, acrobats, aerialists, riders, staff executives and laborers from every State in the Union—all owe allegiance to "the country that moves by night."

Circus people receive a geographical education that might well be the envy of everyone who would broaden his mental horizon. The big show covers thousands of miles in a single season, visiting dozens of States and frequently foreign cities. The history and geography of America is an open book to more than one old circus trouper whose actual schooling ended with the seventh or eighth grade.

Animal Tent a Traveling Zoo

To towns and cities too small to have a zoo, the animal tent, or menagerie, of the circus carries a valuable lesson in zoology. Under a single spread of canvas may be hundreds of animals and birds—tigers from Bengal, Sumatra and Siberia; lions and leopards from Africa's tangled jungles; tall, silent giraffes from the open stretches of Ethiopia; nilgai, black buck, aoudad, tapir, and gemsbok antelope. In the same circus colony may be Russian brown bears, huge black fellows from Alaska, and polar bears from Greenland's icy mountains. The polar bear, oddly enough, suffers less from extreme heat than do the cat animals.

But the circus population does not end here. There are hippos from north of the Transvaal; orang-utans from Borneo; tiny rhesus monkeys with pathetic faces and delicate lungs; llamas from the mountains of Peru; pumas from North and South America; macaws from Mexico; sea lions from California; a sea-elephant from the Antarctic wastes; wise, friendly elephants and a curious armored rhinoceros from India; the more familiar rhino from Africa, together with hyenas, dromedaries, zebras, and water buffaloes. Australia contributes the kangaroo.

Circusdom procures some of its camels from Arabia; others are born in captivity. A number of the Ringling-Barnum herd are World War veterans, having served with the British in Palestine, where they were branded with the still visible "Service of Supply" mark. Africa contributes her "sassiest" circus subject in the zebra, who thinks with his hind legs and learns the simplest tricks with

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Once, however, a mail pilot had to attempt just that. He had taken off from Santiago in a fog. Up and up he circled, through layer after layer of mighty clouds, soaring to 19,000 feet where the air was cold, the humidity for that temperature near the saturation point. Ice formed in the carburetor and choked the engine. The engine sputtered and almost stopped. Aloft, 19,000 feet, clouds stretching away like ocean surf, shielding jagged peaks, and no power.

Nothing to do but come down and, making allowance for wind drift, hope that he would land in the Santiago basin. But, as he shot into a clear gap among the clouds at about 7,000 feet, the flyer was facing—not the haven of a landing field, but a sheer snow wall of mountains. The motor was picking up, he must stay aloft, so he swerved into a canyon that seemed to end blind. But it was his only chance. Above him were dense clouds, thousands of feet thick. Completely encircling him, dimly seen through the vapors, were mighty peaks of the Andes. He had no idea of his location. Suddenly he saw the canyon curve, and trickling through it was a small creek which must have an outlet. Down the canyon he flew, following the creek, which became broader and broader, and finally spread out into the Mapacho River, which flows into Santiago.

Note: See also "Flying the 'Hump' of the Andes," *National Geographic Magazine*, May, 1931; "Flying the World's Longest Air-mail Route," March, 1930; "World's Highest International Telephone Cable," December, 1930; "How Latin America Looks from the Air," October, 1927; and "Twin Stars of Chile," February, 1929.

Bulletin No. 4, May 2, 1932.

© *Photograph by Pacific and Atlantic*

THE TRANS-ANDEAN RAILWAY DODGES THE STORM'S FURY IN A TUNNEL

This photograph, taken during President Hoover's South American tour in 1928, shows the frontier station at Caracoles, Chile, where the line goes under the mountains, emerging in Argentine territory. The recent volcanic disturbances in Chile did not damage the railway tunnel.

extreme reluctance. The animal keepers call the zebras "convicts," and a question yet to be settled is whether a zebra is white with black stripes or black with white stripes.

Circus elephants, almost without exception, come from India. Their African cousins, though larger, are much harder to handle and have proved useless in circuses, except for display purposes. Jumbo was an African and he was stubborn, like the rest of his four-footed countrymen. One night, years ago, in St. Thomas, Ontario, Jumbo got into an argument with a freight train on the wrong track, with the result that his funeral was held the following morning.

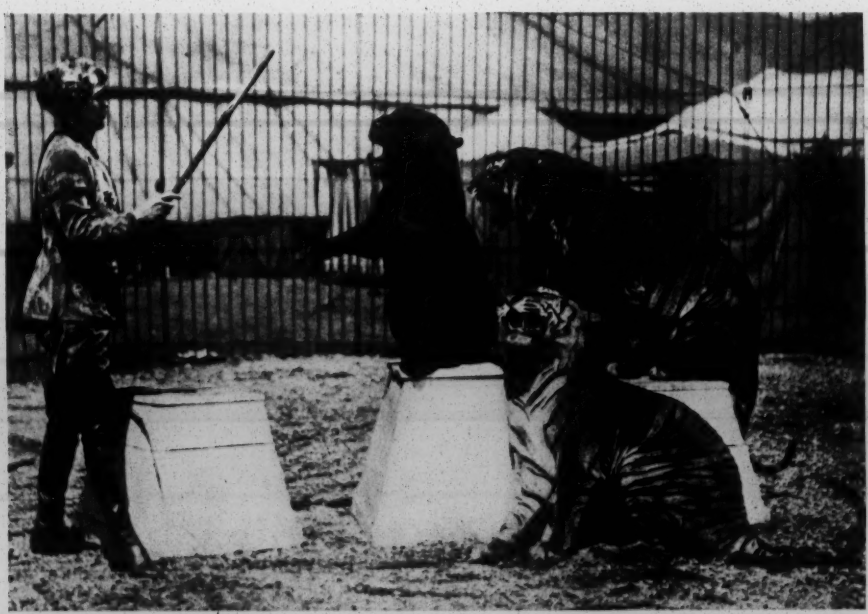
Indian Elephants Natural Actors

Indian elephants are natural actors and enjoy doing tricks in the big show. They are quick to learn, once they realize what is expected of them, and their ears are tuned to applause like those of a born trouper. Many are surprisingly good-natured, and they are so anxious about a firm footing that in most cases they will not voluntarily step on a man.

The open mouth of a circus favorite, the hippopotamus shown on the front cover page, looks threatening. However, the "hippo" is one of the best-natured animals in the menagerie. He is no meat eater, but devours enormous quantities of water plants and grass.

Note: See also "Land of Sawdust and Spangles," and "Color Camera Explores the Country That Moves by Night," *National Geographic Magazine*, October, 1931; "Warfare of the Jungle Folk," February, 1928; and "Who Treads Our Trails?" September, 1927.

Bulletin No. 5, May 2, 1932.



© *Photograph from Beverly Kelley*

NATURAL ENEMIES IN THE JUNGLE; "FRIENDS" IN THE ARENA

A supreme test of a trainer's courage and skill—tigers and the black panther in the same cage! Back in their native jungles these animals would be flying at each other's throats. This lady trainer, once a nurse, bears more scars than her "tomcats," as she calls tigers, have stripes. Wild beasts may be trained, but seldom, if ever, tamed. Contrary to popular belief, however, neither hypnotic spells nor drugs are used to make the wild creatures do their tricks.

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